



CAPE ROSS

Canfisco Seiner Conversion

BY ROB MORRIS

The conversion of the fishing vessel CAPE ROSS to a coastal motoryacht/charter vessel is complete and the following photos provide an overview of the fine finished product. Sterling Shipyards in Vancouver built the table seiner in 1952 for the Canadian Fishing Company (Canfisco). It was with Canfisco, fishing salmon and herring the length of the BC coast, until retired in 1999 and sold to Robert Critchley of Sayward BC. Then Tidemark Marine Services of Campbell River (Capt. John Dolmage) acquired the CAPE ROSS in 2002 and the conversion commenced in Campbell River's Discovery Harbour. In *Western Mariner's* May 2006 issue, the *Mid Vancouver Island Waterfront: Campbell River & Comox Harbour* feature contained a progress report on CAPE ROSS.

John Dolmage totally stripped the CAPE ROSS of superstructure, redundant equipment and tanks, leaving the sound fir-planked hull, most of the fir deck on its yellow



PHOTO BY ROB MORRIS

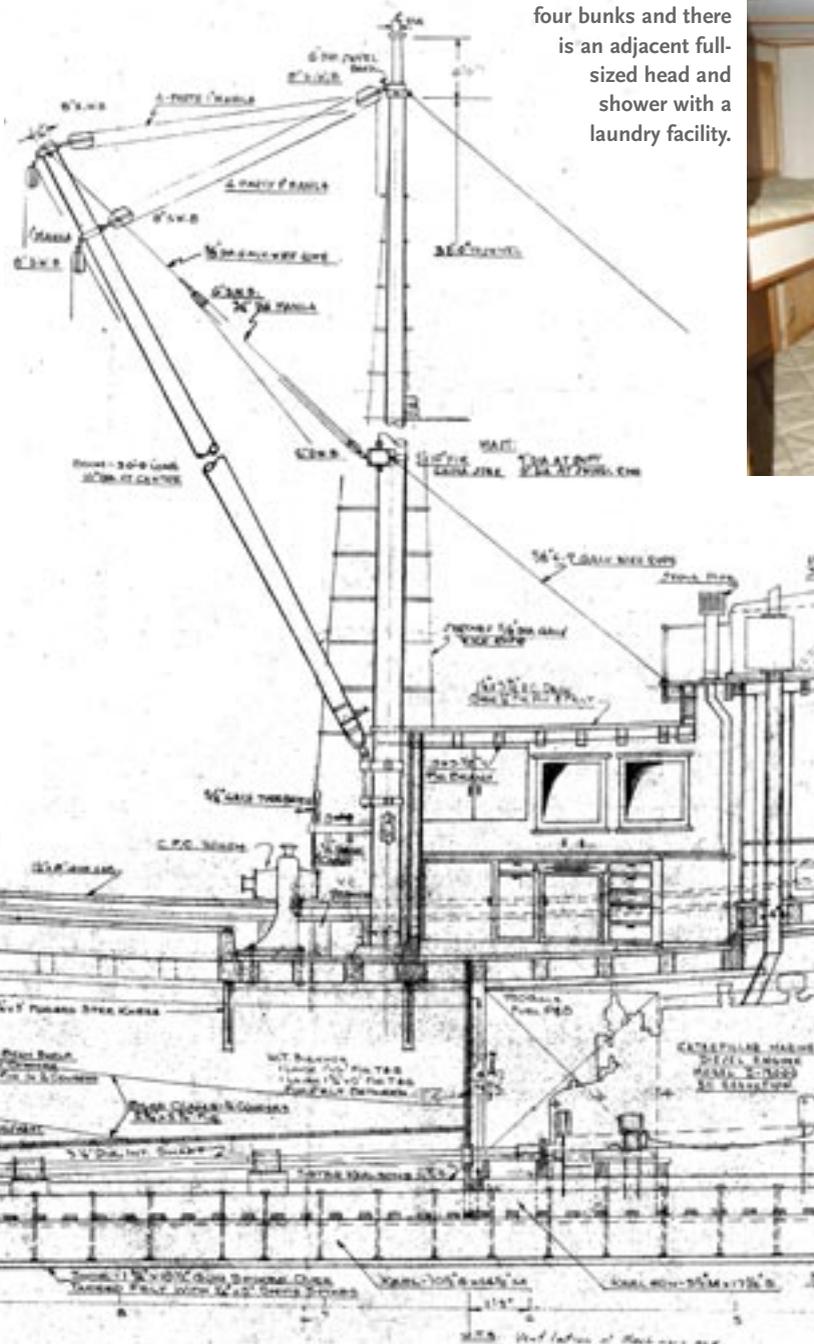
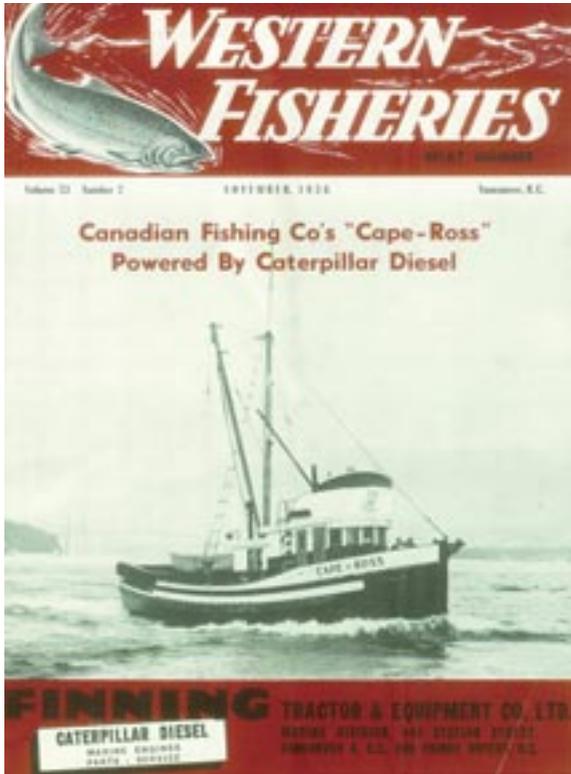
The Western maple cabinetry and mouldings have a light finish which, combined with the large Burmese teak-framed windows, provide a bright interior, particularly for winter cruising and living aboard. The dinette table slides forward on the pedestal for easier access to the seats. Arborite panelling and surfaces are used throughout the vessel for easy maintenance and durability.



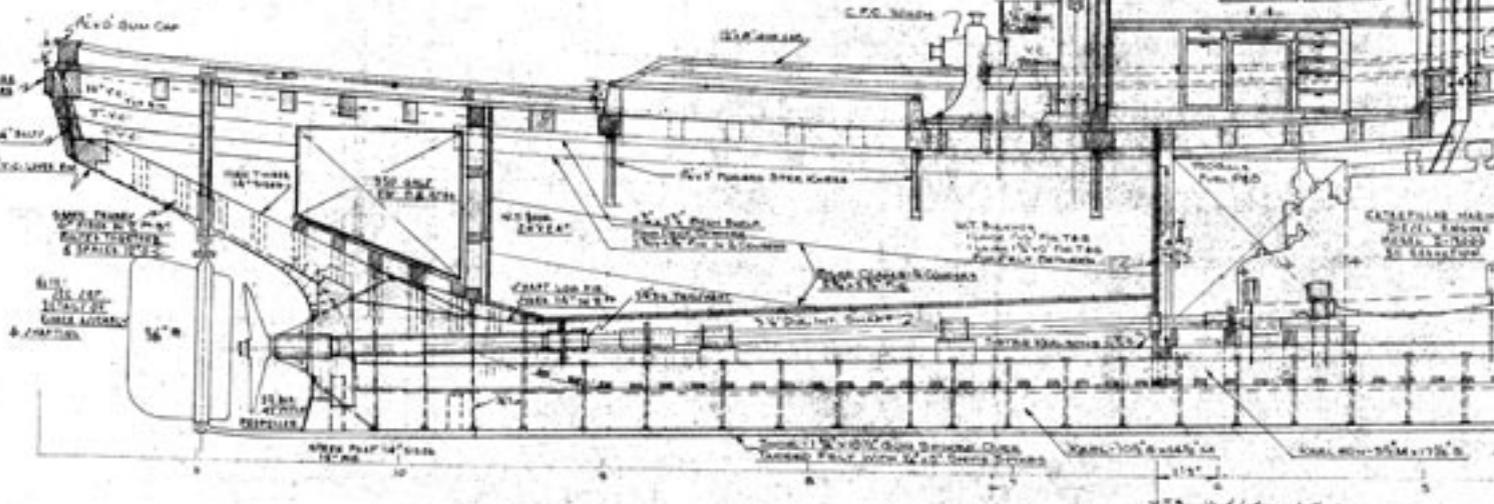
PHOTOS BY ROB MORRIS



Aft of the engine room there are sleeping accommodations for five passengers and two crew and a full-sized washroom with shower. The aft stateroom (left photo) has a double berth. Forward of it is a stateroom with a double berth and a single berth above it. In the crew's quarters (photo right) note the efficient use of space: the bunk under the main companionway; the bunk that hinges upward for access to the freezer under it.



The fore-castle has four bunks and there is an adjacent full-sized head and shower with a laundry facility.



COURTESY TIDEMARK MARINE SERVICES

The CAPE ROSS measures 67' loa on 15'7" beam overall, 6'6" draft and 80 dwt. B. Ulstein of Sterling Shipyards drew the plans used for CAPE ROSS and one sister, the CAPE RAY. They were based on a smaller seine boat design from Seattle naval architect Leigh Coolidge which was used for the earlier fleet of Canfisco 'Cape' seiners. The cover from the November 1956 *Western Fisheries* magazine (inset above) shows CAPE ROSS with the original table seiner configuration. The first main engine was a Caterpillar D 13000.

cedar deck beams, the bulkheads and the Caterpillar main engine and driveline. The fish hold opening was widened out to receive new accommodation. Then CAPE ROSS was sheathed with 5086 aluminum from the guards up and forming a new deck on which an aluminum superstructure and bulwarks were erected. The hull was refastened (stainless steel screws) and recaulked.

"The goal of the conversion was a safe, comfortable family-type vessel with traditional West Coast lines,"

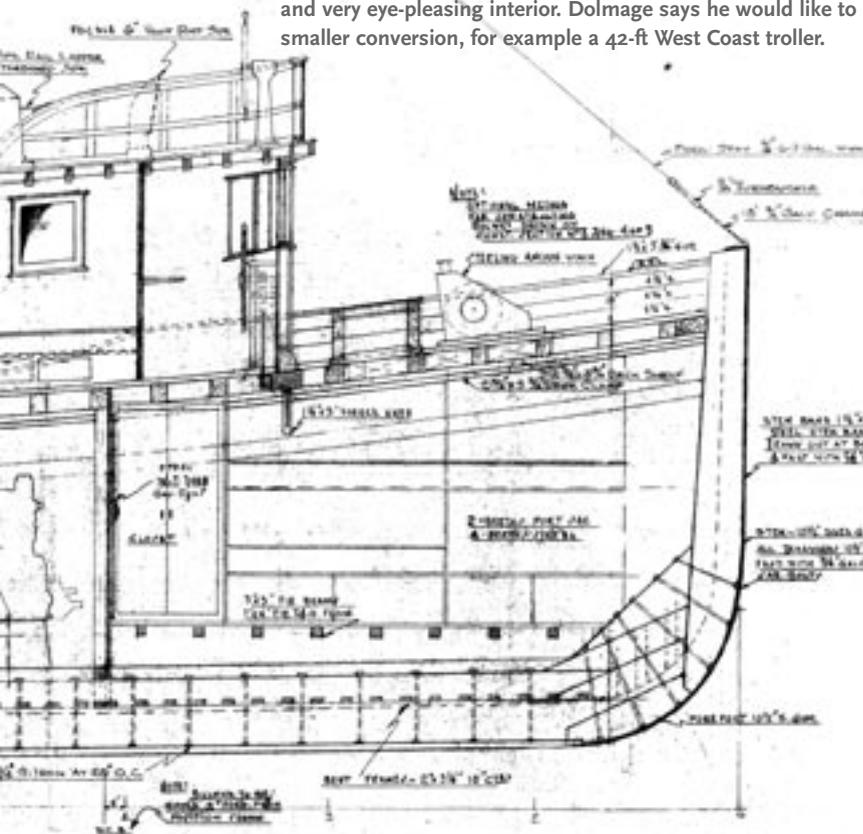
describes John Dolmage. "It's designed to be durable, easily maintained and enjoyed by people of all ages." The conversion was also carried out to Transport Canada Marine Safety standards; CAPE ROSS is certified for eight berthed (or 22 day) passengers and two crew.



Capt. John Dolmage in the wheelhouse. The wheel came off the HAIDA BRAVE, a tug in the Kingcome Navigation fleet managed by his father, Capt. Bill Dolmage. John readily admits that the project was more costly and took longer than he initially projected. There was satisfaction and reward in the hands-on work and the camaraderie and skills of the 'CAPE ROSS team' as they crafted innovative layout solutions and a functional and very eye-pleasing interior. Dolmage says he would like to do another smaller conversion, for example a 42-ft West Coast troller.



The 275-hp Caterpillar 3406 main on Twin Disc 5114 (3.5:1) marine gear provide 10.5 knots top speed at 1850 rpm. At nine knots (1500 rpm) fuel consumption is approximately five Imp. gals/hour. Fuel capacity is approximately 1450 Imp. gals. There is a 9 kW Kubota genset.



The aft companionway hatch hinges upward on air shocks and the mast pivots down on a hydraulic cylinder. The railings are painted stainless steel with teak caps. Owner John Dolmage, a long-time towboat, installed a tow-post and aft railings that can be removed because you never know when there might be an opportunity to do a tow job. Up on the bridge is a searchlight of the type originally installed on the seiner and manufactured by Magnet Electric, a still-operating Vancouver company (now Van-Mar Electric), which Capt. Bill Dolmage acquired after WWII.

an interior layout, there was ongoing planning and exchange of ideas between Dolmage, Mike Gooldrup and lead shipwright Steve Ramos of Quadra Island.

Companies and suppliers (all from Campbell River or Quadra Island) involved in the CAPE ROSS conversion included: Robin Richardson (cabinetry); Doug Mrac (finish welding of superstructure, railings, mast); Marine Woodworking (exterior doors, window frames); Fairisle Welding (aluminum fabrication/welding); Mike Taylor

Electric; Ocean Pacific Marine Supply (marine hardware); CR Metal Fabricators, McTavish Welding, North Island Metal (custom metal work); Cowichan Hydraulics; Pioneer Hardware; Campbell River Equipment Supply. Also West Wind Hardwoods of Sidney and Allied Shipbuilders of North Vancouver.

For more information on the CAPE ROSS project: www.capeross.com